

INFORMATION REPORT

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REPORT

DATE DISTR. 3 Apr 11 1954

REQUIREMENT NO. RD 50X1-HUM

REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. Travel between Murmansk and Pechenga is mainly via bus. During fall 1953, an average of one bus a day, carrying about 25 passengers, ran in each direction between the two towns.
2. Nothing could be observed from the highway of the extension of the Murmansk-Pechenga railroad, which is now in progress. In Pechenga itself, however, a roadbed has been built on the west side of Pechenga Bay, between it and the highway. The roadbed has been extended out to the river and also continues a bit east of the river. No bridge has as yet been begun. The working forces appeared to be rather small, and the work was carried out at a moderate rate.
3. The community of Pechenga consists of approximately one hundred dwellings, most of which are old, unpainted, wood houses and barracks. A two-story school building with plaster on the outside has recently been erected. There are few stores. The assortment of goods is average for northern Soviet conditions. The supply of goods is satisfactory but could [redacted] be scarce during certain seasons.
4. Military installations are visible from the Murmansk-Pechenga highway only in a few cases. However, some barrack camps of an unmistakably military type are found in the forests. Some military barracks are also located at the bridge over the Titovka River. Two columns of men marching, each column about one kilometer long (sic), were observed, as well as a unit of approximately company strength which was resting. They were all army units, not border guards.
5. Truck traffic between Murmansk and Pechenga is active from the standpoint of Soviet conditions. Columns of trucks are encountered every kilometer. The majority of these vehicles are civilian and belong to either forest or mining enterprises.
6. The Murmansk-Pechenga highway is 150 kilometers long and approximately six meters wide in most places; large trucks must slow down when meeting each other. There are some better stretches of road, particularly near Murmansk,

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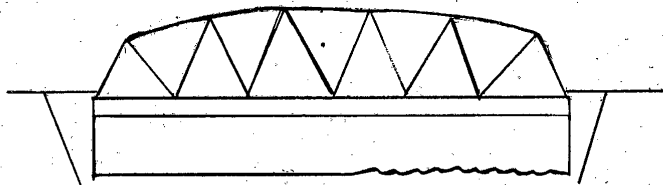
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(Note: Washington District is not a part of the "Region" as it is not a "State")

where the road is broad and straight. The road follows the terrain even in its slightest changes of elevation and winds along the sides of the mountains. Leveling and clearing to make the road straight have been kept to a minimum. No work involving widening or alteration of the road was observed. At isolated places on the road, rolling of the roadbed and filling of holes was in progress. The roadbed, which at the time of observation was frozen, was in good condition by Soviet standards. The road was covered with gravel, well rolled, and level. No piles of loose gravel were seen.

7. In order to get across the river from Murmansk, it is necessary to make a detour of more than 25 kilometers. At Kola, the highway crosses the Murmansk railroad and goes through the town down to a bridge, which is about 80 meters long and seven to eight meters broad, over the river. The bridge, which appeared to rather new, or recently rebuilt, had a steel span of a lattice type. At the time of the observation, the height over the water was six to seven meters. See sketch below.



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